CHAPTER 50 - AIRCRAFT

NICC is the sole source for large transport aircraft holding Federal Aviation Regulations (FAR) Part 121 Certificates and for Type 1 and 2 Call-When-Needed (CWN) helicopters.

Cooperator aircraft (State contracted, State owned, State managed National Guard aircraft, county, city or other) may be used on federal fires under the following conditions:

- The pilot and aircraft have been approved in writing for the mission by either the FS or the Office of Aviation Services (OAS).
- There exists a written MOU (Memorandum of Understanding), Interagency Agreement, or other document that authorizes use and payment for the mission.
- The cooperator aircraft will be operated within limitations specified in the written approval.
- The cooperator aircraft will be used only in situations where federal aircraft are not reasonably available.
- The cooperator aircraft will be released when federal aircraft become reasonably available.
- Use on federal incidents of cooperator-owned aircraft prior to exhausting contracted resources must involve a "significant and imminent threat to life or property."
- Use the Cooperator Aircraft Use Validation Worksheet to document the justification for cooperator aircraft utilization. https://www.nifc.gov/nicc/logistics/coord_forms.htm

AIRCRAFT MOBILIZATION

When a Geographic Area has depleted local and available aircraft resources, request(s) will be placed with NICC. Documentation of special needs, threats or specific reporting instructions are critical for the proper and timely processing of each request. Aircraft assigned will become the receiving Area's resource until released or reallocated by the NICC. The following selection factors will be used when ordering aircraft:

- Initial Attack vs. Large Fire Support
- Timeliness.
- Cost effectiveness.
- Performance specifications for density/high altitude operations.
- Airtankers: Loaded or empty (two-hour maximum flight when loaded, except for the VLATS).
- Special applications such as special-use flights, bucket vs. tanked, tundra pads, float, etc.

The following terminology will be used when requesting aircraft through NICC:

- Knots (kts.) will be the standard term used to reference airspeed.
- VORs (Very High Frequency Omni-directional Range) will be used to reference direction.
- Latitude and longitude must be provided in Degrees Decimal Minutes (DDM), utilizing GPS Datum WGS84 degrees and minutes.
- Aircraft registration numbers will be used when referencing helicopters, lead planes, and air attack aircraft. Airtankers and SEATs will be referenced by the airtanker number; e.g., T-40.

PREPOSITIONING OF NATIONAL AVIATION ASSETS

When Type 1 or 2 airtankers, water scoopers, Lead Planes, ASM's, Type 1 or 2 helicopters (national aviation assets) are brought into the Geographic Area a determination will be made on a preposition location. Prepositioning to a local air tanker or helibase will be coordinated with the local center manager/dispatcher. The local center will create an IROC incident and place an order to EACC in order to transfer control of the resource to the local center for dispatch and tracking purposes. All aircraft prepositioned at the request of EACC are available for local IA following national commitment guidelines. Any assignment of these resources to large/project fires will have EACC concurrence prior to assignment.

Dispatch Requirements

Dispatch centers hosting Eastern Area prepositioned aircraft will have a qualified Initial Attack Dispatcher (IADP) on duty during periods of aircraft availability. All national aviation resources including Type 1 and 2 Helicopters, Type 1 and 2 Airtankers, Water Scoopers, Lead Planes, and Air Attack aircraft assigned to an air tanker base or helibase will be tactically dispatched by the local dispatch center. Upon dispatch the following requirements need to be met:

- Prompt notification to EACC of an aviation assets commitment to an incident.
- Prompt commit and uncommitted messages to all Eastern Area units and neighboring Geographic areas by the hosting dispatch center.
- Prompt submission of a kneeboard to EACC via email or fax.

The hosting dispatch center has the authority to reroute, divert, or recall the aviation assets assigned to them. EACC will be promptly notified of any diversion/cancellation. When multiple dispatch centers have pending requests for the same aviation asset the EACC center manager or acting will prioritize the incidents based upon the information contained on the kneeboards and/or subsequent updates to it and decide on commitment.

Release Locations

When the airtankers or water scooper aircraft have been released, they should return to the base they were operating out of or the closest airtanker base to the incident unless prior arrangements or coordination has been done.

ORDERING PROCEDURES

- All aircraft orders are coordinated through local dispatch centers.
- IROC is the system of record to order tactical aircraft. However, for initial attack requests, kneeboards will be acceptable, if necessary, during time critical mobilization. Kneeboards will be followed up with an IROC order as soon as possible.
- Dispatch centers requesting prepositioned tactical aircraft must complete a kneeboard and submit it to EACC via fax or email.

EACC Aviation Fax: 414-944-3593 **EACC Email**: wieacc@firenet.gov

- Requesters are encouraged to follow up with a phone call to the EACC Aircraft Coordinator.
- Hosting dispatch centers will relay ATD and ETA to the EACC Aircraft Coordinator when dispatching aircraft outside their jurisdictional area. The Aircraft Coordinator will relay that information to the requesting unit.
- Non-hosting requesting units will contact EACC when resources are released. EACC will then relay the information to the hosting dispatch center.
- The following lists the minimum information needed to process an aircraft request:
  - Lat/Long must be provided in degrees and minutes (enter via the Initial Incident screen)
  - Reload base (all bases automatically loaded onto screen after Lat/Long is entered: edit desired bases from Admin screen)
  - Hazards (enter via the Incident screen)
  - Frequency (enter via the Incident screen)
  - Mission Priority (for airtanker requests, this should be relayed via phone and will be entered in "Special Needs" via the New Request screen)
  - Air and Ground Contact (would like this info, if known, but should not hold up the order. Enter via the Incident screen)
  - Descriptive Location (would like this info, if known, but should not hold up the order. Enter via the Initial Incident screen)
  - Elevation (for Helicopters or SEATs, if known, but should not hold up the order. Enter in "Special Needs" via the New Request screen)
- Refer to Chap. 16 of the Interagency Standards for Fire and Fire Aviation Operations (Redbook) for pilot and crew rest requirements.

GACC-TO-GACC INITIAL ATTACK ORDERING OF AIRTANKERS AND LEAD PLANES

The Eastern Area Coordination Center (EACC) may order initial attack airtankers and lead planes directly from the Southern Area Coordination Center (SACC) only when proximity of the fire allows the airtanker to respond loaded directly to the incident. All other requests will follow standard ordering procedures. The change of status of any airtanker or lead plane and flight following information will be communicated by the sending GACC using standard procedures established in the NMG, Ch. 50.

AIRCRAFT OPERATIONS

Aircraft may be used for a wide range of activities, including the movement of personnel and equipment, for suppression and preparedness, reconnaissance, aerial ignition, delivery of retardant, etc.

There are four basic sources for aircraft:

- Agency aircraft
- Exclusive Use contracted aircraft
- Call-When-Needed (CWN) or aircraft rental agreement (ARA) through the Office of Aviation Services (OAS)
- Commercial Carriers

Aircraft on federal incidents or carrying federal employees must be carded by interagency partners, OAS or the Forest Service. Aviation managers assigned to rotor or fixed wing aircraft are responsible for assuring that both the aircraft and pilot are currently carded for the desired mission. Commercial airlines are exempt from the aircraft and pilot carding requirement.

FLIGHT CREW/AIR CREW ORIENTATION

The local unit is responsible for providing an aviation briefing to:

- Incoming aviation resources
- Aviation Safety Assistance Teams (ASAT)
- Fire and Aviation Safety Team (FAST)

SMOKEJUMPERS - INITIAL ATTACK LOAD

Refer to National Mobilization Guide, Chapter 50

AIRCRAFT DEMOBILIZATION

Flight Following will be performed on all Government or exclusive use contract aircraft being demobilized. NICC will release charter and CWN aircraft to the vendor without flight following provided no Government personnel or cargo is on board. All aircraft release information will be Chapter 50 Aircraft 66 2021 National Interagency Mobilization Guide entered in to IROC.

FLIGHT MANAGEMENT PROCEDURES

National Flight Following Frequency (168.6500 MHz)

The National Flight Following Frequency is used to monitor interagency and contract aircraft. All aircraft on point-to-point or mission flights should establish/terminate flight following, and confirm Automated Flight Following (AFF) on the National Flight Following frequency. All dispatch centers/offices will monitor the National Fight Following frequency at all times. A CTCSS tone of 110.9 must be placed on the transmitter and receiver of the National Flight Following frequency. The National Flight Following frequency is to be used for flight following, dispatch, or redirection of aircraft. No other use is authorized.

Types of Flights:

Point-to-Point

A “Point-to-point” flight is one that originates at one developed airport or permanent helibase and flies directly to another developed airport or permanent helibase with the sole purpose of transporting personnel or cargo (this term does not apply to flights with a scheduled air carrier on a seat fare basis). These types of flights are often referred to as “administrative” flights and only require the aircraft and pilot to be carded and approved for point-to-point flight. A point-to-point flight is conducted higher than 500 feet above ground level (AGL).

Mission Flights

Mission flights are defined as flights not meeting the definition of point-to-point flight. A mission flight requires work to be performed in the air (retardant or water delivery, fire reconnaissance, smokejumper delivery), or through a combination of ground and aerial work (delivery of personnel and/or cargo from

helibases to helispots or unimproved landing sites, rappelling or cargo let-down, horse herding).

FAA FLIGHT PLANS AND FLIGHT FOLLOWING

All flights conducted under FAA Instrument Flight Rules (IFR) are automatically provided FAA flight following. Administrative flights conducted under Visual Flight Rules (VFR) flight plans require the pilot to file a flight plan with the appropriate FAA facility. The pilot must request FAA flight following. Air Traffic Control (ATC) may or may not provide it. It is the pilot's responsibility to confirm with dispatch which type of FAA flight plan will be used. The pilot shall close out the flight plan with the FAA once the flight is completed. FAA flight plans and flight following are generally used for point-to-point flights and the pilot or flight manager will contact dispatch with an estimated time of departure, estimated time en route and close out with dispatch once the aircraft is on the ground to accomplish resource tracking.

AGENCY FLIGHT PLANS AND FLIGHT FOLLOWING

Agency flight plans are the responsibility of the pilot, to be distributed through originating dispatch office and are documented on an Aircraft Flight Request/Schedule. For mission flights, there are two types of Agency flight following: Automated Flight Following (AFF), and Radio Check-in. AFF is the preferred method of agency flight following. If the aircraft and flight following office have AFF capability, it shall be utilized. Periodic radio transmissions are acceptable when utilizing AFF. (See AFF procedures below for more information). Radio Check-in/Check-out flight following requires verbal communication via radio every 15 minutes. The dispatcher will log the aircraft call sign, latitude, longitude and heading. Agency flight following is used for all mission flights. All aircraft operating on Agency flight plans shall monitor Air Guard. Helicopters conducting Mission Flights shall check-in prior to and immediately after each takeoff/landing per the NWCG Standards for Helicopter Operations:

https://www.nwcg.gov/publications/510

For point-to-point flights, AFF flight following may be used as well. The pilot or flight manager will, as a minimum, contact dispatch prior to the flight with an estimated time of departure, estimated time en route, souls and fuel on board and will close out with dispatch once the aircraft is on the ground. Flight following is the responsibility of the originating dispatch office and will remain so until transferred through a documented, positive handoff. The flight following dispatch office shall be continually staffed while an aircraft is airborne. Confirmation of an aircraft's arrival at a specified destination is required to ensure that a flight has been completed safely. It is the pilot's responsibility to close out a flight plan. If an aircraft is overdue, it is the receiving dispatcher's responsibility to initiate aircraft search and rescue actions. Flight following problems are documented through the SAFECOM system.

Aircraft Flight Request/Schedule Form ('Flight Strip')

Used for documenting aircraft, pilot, passenger, itinerary, and type of flight plan. Required information on this form includes (but is not limited to):

- Incident Name/Number and Request Number
- FAA Registration, "N" number and Call Sign
- Aircraft Make/Model/Color
- Pilot and Vendor Name and Contact Information
- Mission Description
- Passenger/Cargo Information

- Flight Itineraries
- Flight Plan Type/Method of Flight Following

Aircraft Flight Request/Schedule Form Requirements

The Aircraft Flight Request/Schedule Form is required to be completed (regardless of the type of flight plan filed) for those flights that are:

- Point-to-Point (excludes preposition flights as directed by EACC)**.**
- Mission flights with fuel stops or passenger pickup (not direct to an incident)
- Flights leaving the geographic area
- Flights crossing dispatch boundaries

In accordance with the guidelines above this needs to occur before the aircraft begins flight. Dispatch offices should communicate with pilots and/or flight managers to coordinate the completion of a flight schedule form as accurately as possible. The type of flight plan must be documented as this information is critical for initiating search and rescue actions. Once the flight schedule form is created by the sending office, it must be emailed to wieacc@firenet.gov or faxed to the Eastern Area Coordination Center with a follow up phone call. If EACC is the hiring/sending office, a form will be created and faxed to the receiving dispatch office. EACC will fax the form to all the affected dispatch offices when Agency Flight Plans are filed. The form will be emailed or faxed to the National Coordination Center (NICC) by EACC for those flights leaving the geographic area.

Active FAA IFR Flight Plan: IFR flight plans shall be filed, activated upon departure, and closed upon arrival. An FAA Instrument Flight Rules (IFR) flight plan is required when flying into known or forecasted Instrument Meteorological Conditions (IMC). An IFR flight plan may be filed at pilot discretion in other cases.

Active FAA VFR Flight Plan with Check In: VFR flight plans shall be filed, activated upon departure, and closed upon arrival at destination. If an FAA Visual Flight Rules (VFR) flight plan is used, then a radio check-in every 60 minutes or less to an FAA facility is required.

Telephone Departure and Arrival Times: Confirmation is completed when an aircraft is contacted via radio or the receiving dispatch center is called via telephone upon arrival at the airport. Aircraft ordered as an “A” (aircraft) request on a resource order and which are not located on the local unit will be tracked by telephone/radio arrival confirmation.

Operational Control Hand Off: The receiving unit will notify the sending unit (via established channels) immediately when they have established radio contact with the incoming aircraft or otherwise obtained operational control of the aircraft.

Overdue Aircraft: Aircraft will be considered overdue when 30 minutes have elapsed from the ETA provided on the resource order and contact has not been established.

RESOURCE TRACKING

Responsibilities of the Sending Unit

- Obtain actual time of departure (ATD) and estimated time of arrival (ETA) from the initial departure airport from pilot/vendor.
- Relay the ATD, ETA, and type of flight plan/flight following being utilized (FAA or Agency, AFF or Radio check-in) to EACC.
- Notify EACC of known delays/advances of a flight plan exceeding 30 minutes.
- Assist with search procedures for overdue aircraft. Utilize the Interagency Aviation Mishap Response Guide and Checklist.
- On any flight requiring stops en route to a destination within the Eastern Area, instruct the pilot-in- command or flight manager to contact the EACC at 414-944-3811. Aircraft support vehicles should contact EACC at fuel stops. On any flight proceeding beyond the Eastern Area, instruct the pilot-in- command or flight manager to contact the NICC at 800-994-6312. Aircraft support vehicles should contact the NICC at each fuel stop.

Responsibilities of EACC

- Relay the flight itinerary and type of flight plan/flight following being utilized to the requesting unit or NICC via phone/fax.
- Notify the requesting unit or the NICC in delays/advances of a flight plan exceeding 30 minutes.
- Assist with search procedures for overdue aircraft. Utilize the Interagency Aviation Mishap Response Guide and Checklist.

Responsibilities of the Receiving Unit

- Confirm arrival of all tactical aircraft by telephone to EACC.
- Notify EACC of any delays of a flight plan exceeding 30 minutes; notify EACC of any aircraft overdue by more than 30 minutes.
- Initiate/assist with search procedures for overdue aircraft. Utilize the Interagency Aviation Mishap Response Guide and Checklist.

AIRCRAFT SELECTION FACTORS

When selecting aircraft, several factors will be taken into consideration to determine the best aircraft for the mission. Factors may include but are not limited to:

- Day/Night: A multi-engine or turbine powered single-engine aircraft is required whenever a passenger flight will be flown within the period beginning 30 minutes after legal sunset until 30 minutes before legal sunrise.
- Instrument Flight Rules (IFR)/Visual Flight Rules (VFR): A multi-engine or turbine powered single-engine IFR approved aircraft is required whenever the flight will be in or is expected to be in IFR conditions. One pilot and a functioning autopilot or two pilots are required for IFR flights.
- Passenger & Baggage Weight: Be sure the aircraft has the weight capacity for the passengers, luggage or other material being transported. It is important to remember that weight is the limiting factor, not the number of passenger seats.

- Aircraft Speed: Check the schedules of the passengers to insure they can arrive on time in the aircraft selected. Generally, aircraft speed isn't too important in short trips but becomes more important in long trips.
- Airports: Are the airports used in the flight suitable for the aircraft? Are the runways of adequate length? Is there fuel available for the aircraft? Will the elevation and air temperature of the airport affect the performance of the aircraft (density altitude)?
- Cost: A cost analysis must be completed for administrative flights. Normally this involves a comparison between commercial flights and agency owned aircraft but could involve a comparison between the various costs of charter aircraft.

AUTOMATED FLIGHT FOLLOWING (AFF) REQUIREMENTS AND PROCEDURES

AFF reduces the requirement to "check in" via radio every 15 minutes and provides the dispatcher with a wide range of information on the flight, airspace, and other data that may be pertinent to the flight. This reduces pilot workload, clears congested radio frequencies, and provides the dispatcher with much greater detail and accuracy on aircraft location and flight history.

Requirements to Utilize AFF:

- Automated flight following does not reduce or eliminate the requirement for aircraft on mission flights to have FM radio capability, and for the aircraft to be monitoring appropriate radio frequencies during the flight.
- Procedures for flight requests, ordering aircraft, requirement for a Flight Manager, etc., are the same as radio check-in procedures.
- The aircraft must be equipped with the necessary hardware (transmitter and antenna).
- The dispatch office responsible for the flight following must have a computer connected to the Internet immediately available to them in the dispatch office. Dispatch office(s) responsible for flight following shall be staffed for the duration of the flight.
- Training: The flight following dispatcher must have a working knowledge of the automated flight following program (Web tracker) and must have a current username and password for the automated flight following system.

Procedures for Utilizing AFF:

- When an aircraft is ordered, or a user requests flight following from a dispatch office, and the above "Requirements to Utilize AFF" are met automated flight following shall be utilized.
- The dispatch office will log on to the automated flight following web site, verify that the aircraft icon is visible on the screen, and be able to quickly monitor this page at any time during the flight.
- The dispatch office will provide the pilot with FM frequencies and tones that will be monitored for the duration of the flight.
- When aircraft is initially airborne, and outside of sterile cockpit environment, the pilot will contact the dispatch office via radio stating call sign, departure location, number on board, fuel on board, ETE, destination, confirmation of AFF location. This is required to positively verify that both the aircraft and the dispatch office are utilizing AFF, radios are operational, and that the dispatcher can "see" the

aircraft on the computer screen. If there is a problem at this point, change to radio 15-minute check-in procedures until the problem is resolved.

- - If radio contact cannot be established the pilot will abort the mission and return to the airport/helibase.
- If there is a deviation from the planned flight route, the pilot will contact the dispatch office via radio with the changed information.
- The dispatch office will keep the AFF system running on a computer for the entire flight and will set a 15-minute timer and document the location for the duration of the flight.
- If the aircraft icon turns RED, it means the signal has been lost. Immediately attempt contact with the aircraft via radio and follow normal lost communication, missing aircraft, or downed aircraft procedures as appropriate. If radio contact is made after a lost signal, flight may continue utilizing 15-minute radio check-ins for flight following. (During tactical operations below 500' a periodic red indication is normal and does not necessitate an 'immediate' contact especially if flight following has been established with the incident. This should be addressed during the pre-flight briefing.)
- When the aircraft has completed the flight and landed, the pilot or flight manager (passenger, observer, Flight Manager, ATGS, etc.) shall contact the dispatch office via radio or telephone informing them that they are on the ground.

Additional information about AFF can be found at: https://www.aff.gov/

AIRTANKERS

Airtankers are National Resources and their primary mission is initial attack operations. The NICC will prioritize and allocate federal airtankers by positioning them in areas of current or predicted high wildfire danger or activity. Geographic Areas managing these aircraft will make them available for wildland fire assignments when ordered by NICC. This will be accomplished by ensuring that all support functions (i.e., airtanker Bases and Local Dispatch Centers) that are required for the mobilization of national assets (i.e. Type 1 and 2 Airtankers, Lead Planes, ASMs, and Type 1 and 2 Helicopters) are staffed and maintained to support mobilizations. When a Geographic Area has depleted available VLAT or Large Airtanker (Type 1 or 2) resources, request(s) will be placed with NICC. Large Airtanker initial attack agreements between neighboring unit level dispatch centers are valid only where proximity allows the airtanker to respond loaded direct to the incident.

There are five (5) types of airtankers:

Type	Capacity (Minimum)
VLAT	8,000 gallons or more
1	3,000 to 7,999 gallons
2	1,800 to 2,999 gallons
3	800 to 1,799 gallons
4	Up to 799 gallons

Airtanker Management

To ensure consistent utilization, rotation and management of the national airtanker fleet, please refer to Interagency Standards for Fire and Aviation Operations Chapter 16, Aviation Operations and Resources located at https://www.nifc.gov/policies/pol_ref_redbook.html

and the Standards for Airtanker Operations located at:

https://www.fs.usda.gov/sites/default/files/2019-09/standards_for_airtanker_operations_-_final_-_2019_approved_0.pdf

Airtanker Use in Optional and Post Season Periods

Post Season and Optional Use airtanker activations are processed by the Contracting Officer (CO), via a signed modification.

The following process is used to activate airtankers during the Post Season and Optional Use periods: The requesting GACC will place request(s) for airtankers with NICC.

- NICC will notify the National Fixed Wing Coordinator (NFWC) or designated representative of request(s).
- The NFWC or designated representative and NICC will determine the availability of airtankers and will notify the national airtanker inspector(s), if needed. The CO or designated representative will notify the Contracting Officer's Representative (COR) of the contract item to be activated.
- NICC will notify the GACC of the airtanker activation.
- NICC will request the airtanker from the appropriate vendor once approved by the CO.

PORTABLE/MOBILE RETARDANT MIXING BASES

Agency owned portable retardant plant locations:

- Eastern Area: Minnesota State (2)
- Southern Area: Southern Interagency Fire Cache (2)

Portable or mobile retardant bases will be ordered thru normal dispatch channels and placed to NICC. In the special needs section identify what type of air tanker or helicopter will be utilized on the incident; SEAT, Large Air Tanker, T1, T2, or T3 helicopter. Also determine if a bucket or fixed tank will be used.

AIRTANKER DISPATCH LIMITATIONS STARTUP/CUTOFF TIMES

The using agency will make the decision whether or not these startup/cutoff times apply to SEAT operations (regardless of which agency furnishes the aircraft). To reduce the hazards to large airtanker operations posed by shadows in the early morning and late evening hours, limitations have been placed on times when airtankers drop on fires. Note that the limitations apply to the time the aircraft arrives over the fire and conducts its dropping activity, not the time the aircraft is dispatched from its base.

The air tactical group supervisor or ASM/Lead Plane will determine that visibility and other safety factors are suitable for dropping retardant and notify the appropriate dispatcher of this determination. Dispatchers and airtanker base managers, in consultation with airtanker coordinators or air tactical group supervisors, are mutually responsible for ensuring these limitations are not exceeded.

The following will apply:

- Aerial Supervision Optional:
  - Airtankers may be dispatched to arrive over the fire under normal agency aerial supervision policy, provided that the aircraft's arrival is between 30 minutes after official sunrise and 30 minutes before official sunset.
- Air Tactical Group Supervisor or ASM/Lead Plane:
  - A qualified air tactical group supervisor or ASM/Lead Plane is required on scene if the airtanker arrival over the fire and its dropping activity will occur during:
  - The period from 30 minutes prior to official sunrise to 30 minutes after official sunrise
  - The period from 30 minutes prior to official sunset to 30 minutes after official sunset
- Determinations of Time for Airtanker Dispatch:
  - For airtanker dispatch, use the official sunrise, start-up, cut-off, and sunset times of the airtanker base nearest the fire and comply with the start-up/cut-off times.

AIR TANKER BASE OPENING/CLOSURE

Any time an Air Tanker base is open, either a permanent or temporary base, the local dispatch center aircraft desk will notify the EACC Aircraft desk when the opening takes place. This information will then be added to the daily EA Aircraft Status Report which can be found on the EACC web site.

SUNRISE/SUNSET TABLES

Airtanker bases and dispatch centers shall have tables showing the official sunrise, cut-off, and sunset times at their location. https://aa.usno.navy.mil/data/index.php

MODULAR AIRBORNE FIREFIGHTING SYSTEMS (MAFFS)

Refer to National Mobilization Guide, Chapter 50

TYPE 3 MULTI-ENGINE WATER SCOOPERS

Water scoopers are National Resources and their primary mission is initial attack operations. The NICC will prioritize and allocate federal water scoopers by positioning them in areas where they can be tactically effective and where current or predicted high wildfire danger or activity is occurring. Geographic areas managing these aircraft will make them available for wildland fire assignments when ordered by NICC.

SINGLE ENGINE AIRTANKERS

Federal and/or State contracted SEATs are managed under either an Exclusive Use, On-Call, or CWN contract. A list of DOI Nationally funded SEATs is maintained and information can be requested through the National SEAT Coordinator. The national contract SEAT module includes the option for a support vehicle with batch mixing capability for wet and dry retardant. They are available for Interagency use and will be requested through established ordering channels. A SEAT can be managed by a SEMG or an ATBM. For a CWN or On-Call. If the request is filled with a DOI On-Call SEAT, a SEMG or ATBM must be identified

with contact information and documented in the Special Needs block before NICC assigns a SEAT.

Orders for SEATs placed to NICC are coordinated with the National SEAT Coordinator. Local Units or Geographic Area Coordination Centers hiring or releasing SEATs will notify the National SEAT Coordinator regardless of jurisdiction. Consistent with the DOI authorization (see the BLM National Aviation Plan), DOI Nationally funded SEATs will be managed as DOI National shared resources. As National assets, these SEATs can and will be moved to areas of greatest need. Geographic Areas and Fire Staff on an Interagency basis will provide direction to the Dispatch system on the mobilization and demobilization of SEATs to meet existing or forecasted fire loads within their jurisdiction. Nationally, when competition for SEATs exists, NMAC will provide SEAT allocation direction to NICC based on intelligence developed by the National Seat Coordinator. The National SEAT Coordinator position is responsible for coordinating the allocation and reallocation of SEATs Nationwide as well as maintaining current status, location and utilization of Federal and State contracted SEATs throughout the Nation. DOI Nationally funded SEATs will have their IROC status set as available nationally. When assigned to an incident, DOI Nationally funded SEATs will be released back to the GACC/Hosting unit at the end of each shift and shown as available "National" in IROC. Mobilization for incident response will occur via resource order; however, once a decision to reallocate a DOI Nationally funded SEAT to another GACC is made, the receiving GACC will place a request for the mobilization, and the resource item will be transferred after mobilization is complete.

For additional information and SEAT reporting requirements, see the NWCG Standards for Airtanker Base Operations (SABO), PMS 508, https://www.nwcg.gov/publications/508

and The Interagency Standards for Fire and Fire Aviation Operations Chapter 16, https://www.nifc.gov/policies/pol_ref_redbook.html

The National SEAT Coordinator can be reached at 208-387-5419, or via email at blm_fc_seat@blm.gov.

LEADPLANES AND AERIAL SUPERVISION MODULES

Leadplanes and ASMs are National Resources. Areas administering these aircraft will make them available for wildland fire assignments when ordered by NICC. Requests for lead planes may be filled with an ASM.

The ASM is a fixed wing platform that utilizes two (2) crew members to perform the functions of traditional air attack and low-level lead operations. The ASM requires both crew members to be trained to work as a team, utilizing Crew Resource Management (CRM) skills and techniques to enhance safety, efficiency, and effectiveness. For a list of all Lead Planes/Aerial Supervision Modules, refer to the following web site:

https://www.nifc.gov/nicc/logistics/aviation/Lead_Planes.pdf

AIR TACTICAL AIRCRAFT

Air Tactical aircraft are on agency Exclusive Use Contracts, Call When Needed (CWN) contracts or Agreements. They are available for interagency use and will be requested through established ordering channels. Federal agencies have developed Air Tactical specific contracts and agreements that add performance capabilities and radio configurations specific to the role of aerial supervision.

To ensure consistent utilization, rotation and management of the exclusive use ATGS fleet, please refer to Interagency Standards for Fire and Aviation Operations Chapter 16, Aviation Operations and Resources located at https://www.nifc.gov/policies/pol_ref_redbook.html.

Required Equipment	Type 1	Type 2	Type 3	Type 4
Aeronautical VHF-AM radio transceivers	2 each	2 each	2 each	2 each
Aeronautical VHF-FM radio transceivers	2 each	1 each	1 each	N/A
Transponder & altitude encoder	Yes	Yes	Yes	Yes
Panel Mounted or Aviation Handheld GPS	1 each	1 each	1 each	1 each

Required Equipment	Type 1	Type 2	Type 3	Type 4
Separate audio control systems for pilot and ATGS	Yes	Yes	N/A	N/A
An audio control system	N/A	N/A	Yes	Yes
Audio/mic jacks with PTT capability in the rear seat connected to the co-pilot/ATGSs audio control system	Yes	Yes	N/A	N/A
An intercommunication System	Yes	Yes	Yes	Yes
AUX-FM provisions	Note 1	Note 1	N/A	N/A
AFF	Yes	Yes	Yes	Yes
2 – aeronautical VHF-FM antennas	N/A	N/A	N/A	Yes
An accessory power source	N/A	N/A	N/A	Yes
A portable Air Attack kit (Note 2)	N/A	N/A	N/A	Yes
TAS (DOI)	Yes	N/A	N/A	N/A

Note 1: Type 1 and 2 aircraft must have either AUX-FM provisions or an additional aeronautical VHF-FM radio transceiver.

Note 2: Air Attack kits may be agency or contractor furnished.

Eastern Area Aerial Supervision Requirements and Guidelines

SITUATION	LEAD PLANE/ASM1 REQUIREMENT/GUIDELINE	AIR ATTACK REQUIREMENT/GUIDELINE
Non-initial attack rated airtanker pilots	Required (must not drop unless lead plane is on scene)	None
Dropping of retardant in congested areas	Required	Must be ordered
Multiple aircraft operating in a congested area, 2 or more	None, unless airtanker operations	Must be ordered
Retardant operations conducted during the period ½ hour before sunrise to ½ hour after sunrise, and ½ hour before sunset to ½ hour after sunset	Airtankers must not be dispatched unless lead plane/ASM1 or air attack can be on scene during drop operations	
Modular Airborne Firefighting System (MAFFS)	Required (must not drop unless lead plane/ASM1 is on scene)	Must be ordered
Canadian CL-215/415	Must not drop unless lead plane/ASM or air attack is on scene	
Multiple airtanker operations	Automatically request the lead plane/ASM1; if not readily available, keep order active if extended attack is anticipated and lead plane/ASM1 can arrive in time to supervise operations	Optional, unless other criteria are met (i.e., mix of different tactical aircraft types and incident complexity dictates need)
Single airtanker operations where a lead plane/ASM1 is co-located with the airtanker	Automatically request the lead plane	Optional, unless other criteria met
Mix of different tactical aircraft types (e.g., airtanker, helicopter, smoke jumper) and the incident complexity dictates the need for air tactical coordination	Optional, unless airtanker operations dictate need	Must be ordered
Numerous resources of a single type	See Multiple Airtanker Operations	Optional, depending upon situation and complexity
Conditions of visibility and/or terrain create a serious hazard to ground or air resources	Mandatory	Must be ordered
National Exclusive Use, Forest Service contract, CL-415	Initial attack carded, none required	

HELICOPTERS: CALL-WHEN-NEEDED (CWN)

- Type 3 helicopters are ordered through normal ordering channels and are dispatched either locally, or through Geographic Area Coordination Centers.
- With the exception of Alaska, all Type 1 and 2 helicopters are National Resources and will be dispatched by NICC.
- There are two categories of helicopters:
- Limited: No government personnel/passenger or internal cargo transport, lift only. See National Standards for Helicopter Operations, PMS 510 for additional information.
- Standard: Government personnel/passenger and cargo hauling.
- When processing requests for helicopters, NICC will inform the requesting GACC of the contract type of the assigned resource: Exclusive Use or CWN. Exclusive Use Contract helicopters are mobilized complete with an assigned module. If the request is filled with a CWN helicopter, the requesting Area must provide a module. A helicopter manager (HMGB) must be identified with contact information and documented in the Special Needs block before NICC assigns a CWN helicopter, with the exception of Alaska, due to the extended mobilization time of the aircraft from the Lower 48 to Alaska. CWN helicopter managers and/or modules will meet with their assigned helicopter off-site from the incident prior to performing work. The specific reporting location should be identified on the Resource Order, such as a Fixed Base Operator (FBO) or other easily located site. GACCs will obtain approval from NICC prior to reassigning Type 1 or 2 Helicopters to another incident.
- Type 3 helicopters are ordered through normal ordering channels and are dispatched either locally, or through Geographic Area Coordination Centers.

HELICOPTERS MODULES (NSHO Chapter 2, PMS-510)

Helicopter Type	FAA Standard/Transport Category	FAA Standard Category Temporarily Designated for Limited Use	FAA Standard Category Permanently Designated for Limited Use or FAA Restricted Category
1	Manager plus Four (4) Helicopter Crewmembers	Manager only	Manager only
2	Manager plus Three (3) Helicopter Crewmembers	Manager only	Manager only
3	Manager plus Two (2) Helicopter Crewmembers	Manager only	Manager only
CWN Helicopter and Module must meet up away from Incident(s) or Fire Operations. The minimum required staffing levels must be filled with fully qualified personnel. Trainees may be ordered in addition to the standard module configuration.			

Exclusive Use

- All FS Exclusive Use Type 1 and 2 Helicopters are contracted by Incident Support Branch (ISB) located at NIFC.
- All Exclusive Use Contract Helicopters for DOI Agencies are solicited, inspected, and contracted by DOI AQD and OAS.
- Exclusive Use Contract Helicopters are dispatched locally by the Administrative Unit.
- When ordering helicopters with rappel or short haul capability, request the aircraft as normal and define

the added capability in the “Special Needs” block of the Resource Order.

Periodically, Forest Service Type 1 and Type 2 Exclusive Use Helicopters not within their Mandatory Availability Period (MAP) are hired under their Exclusive Use Contract for optional use periods for incidents or projects. A modification to the Exclusive Use Contract is required for Chapter 50 Aircraft 76 2021 National Interagency Mobilization Guide the duration of the incident assignment. The Exclusive Use Contract designates the COR and the Exclusive Use Helicopter Manager. If the designated FS Exclusive Use Helicopter Manager is not immediately available, the requesting Geographic Area will assign an available Exclusive Use Helicopter Manager to the helicopter until the designated Exclusive Use Helicopter Manager arrives at the incident. The designated Helicopter Manager will then manage the helicopter thereafter. The COR will be notified that the Exclusive Use Helicopter is being dispatched.

The BLM Type 1 Helicopter Program is currently a pilot project under evaluation and direction of the BLM National Office. This aircraft comes with a compliment of crewmembers and flight mission capabilities that are unique to this category of aircraft.

The BLM Type 1 Helicopter’s primary mission is initial attack. While most effective at providing rapid initial response, the crew is well equipped to respond to extended attack incidents and critical need missions on large fires. In order to retain this helicopter and crew beyond initial attack for extended attack incidents, a request will be made to the GACC. Extended attack incidents that utilize the crew to fill critical positions, should immediately order replacement personnel for those positions in case the aircraft and crew are reassigned.

R9 EXCLUSIVE USE CONTRACT HELICOPTERS

Prioritization for FS Eastern Region exclusive use helicopters will be accomplished by EACC through the Region 9 Fire Operations, Regional Aviation Officer, and the EACC Center Manager.

Type 3 Exclusive use Helicopters

The Forest Service (FS) Eastern Region has established a Type 3 Exclusive Use Helicopter Program for the 2021 operating period. The program provides regional guidelines for this shared resource between all Eastern Region National Forests. The Exclusive Use Type 3 helicopters are contracted for initial attack, support of wildland fire suppression, and prescribed fire activities. The helicopters are hosted by the National Forests listed below. These units provide administrative management support for the four helicopter contracts.

- Mark Twain National Forest
    - Availability period: Feb. 7th to May 31st.
    - Helibase Location: Rolla - Vichy, Rolla National Airport, Vichy, MO (VIH)
- Monongahela National Forest
    - Availability period; March 1st - May 31st
    - Helibase Location: Greenbrier Valley Airport, Lewisburg, WV (LWB)
    - Utilized as an Rx burn ship for the region
- Shawnee National Forest
    - Availability period: Feb. 27th to March 31st, will start availability period on the Shawnee
    - Helibase Location: Williamson County Regional Airport, Marion, IL (MWA)
    - Moves to the Huron-Manistee National Forest April 1st to April 30th.
- Chippewa/Superior National Forest
    - Availability period: May 1st - Sept 30th.
    - Helibase Location: Ely Municipal Airport, (ELO)

Other potential fixed wing or Helibases:

- Wexford County Airport, Cadillac, MI (CAD)
- Alpena County Regional Airport, Alpena, MI (APN)
- Gaylord Regional Airport Gaylord, MI (GLR)
- Oscoda-Wurtsmith Airport Oscoda, MI (OSC)
- Rhinelander Airport, Oneida County, Rhinelander, WI (RHI)
- Tell City Airport, Perry County, Tell City, IN (TEL)

LARGE TRANSPORT AIRCRAFT

Large transport aircraft are National Resources and will be requested through NICC.

- Scheduling: Large transport aircraft arranged by NICC are requests on a per mission basis. Flight Following ATD/ETE will be relayed by the NICC Aircraft Desk for flight leg.
- Requests for Large Transport: When requesting a large transport aircraft, the following information is required:
  – Number of passengers and/or cargo weight per destination and combined total weight for the flight.
  – Pick-up point at jetport and time passengers and/or cargo are available to load. NICC requires 48 hours lead time to plan and schedule aircraft for demobilization flights.
  – Pick-up point at the jetport is the Fixed Base Operator (FBO) or gate at the airport terminal where the aircraft will park.
  – Passengers must be weighed and manifested prior to boarding the aircraft.
  – Government or contractor support available at each airport, including contact person and

telephone number.

All personnel listed on the manifest and flight crew members should be provided at least one sack lunch.

INFRARED (IR) SUPPORT TO FIRE OPERATIONS

Aircraft systems configured with infrared (IR) camera systems are available from agencies and private sector to provide support to wildland fire operations in three mission areas:

Detection: Use IR imagery to detect and map locations of new fires, typically following a lightning storm.

Large Fire Perimeter Mapping: Use IR imagery to map the heat perimeter of large fires, typically the role of National Infrared Operations (NIROPS).

Tactical Incident Awareness and Assessment (IAA): Use IR imagery to provide near real-time situational awareness, spot fire detection, over watch of ground operations, and map the heat perimeter of smaller fires or active portions of large fires. Can be conducted during the day or night.

Infrared camera systems can be categorized into two primary categories: 1) Line Scanner / Step-stare camera systems, or 2) gimbal mounted electro-optical / infrared (EO/IR) camera ball. Line scanners and step-stare systems can quickly scan and map large fires and are best used when the fire is actively burning with open flame. EO/IR camera balls are best used to provide over watch of a specific area and are more sensitive to detecting smoldering heat sources, however scan volume to map large fires is typically lower than line scanners or step-stare systems.

Aircraft assigned to NIROPS are predominantly equipped with line scanners or step-stare camera systems. NIROPS will consists of agency as well as contracted aircraft. NIROPS aircraft are National Resources. To order, use the IR Online Scanner Request Form on the NIROPS website no later than 1530 hours Mountain Time https://fsapps.nwcg.gov/nirops/users/login.

Aircraft equipped with gimbal mounted EO/IR camera balls are typically better suited to detection or tactical IAA missions. Aircraft from federal, state, National Guard, and contractors are available. Ordering procedures varies depending on the aircraft. To order, contact the ordering GACC to discuss options.

The following are some guidelines to help select the right tool for the task:

Identify what the IR imagery is needed for, what information it is intended to provide, the desired products, and time of day.

If the fire is actively burning and a once per 24-hour perimeter map is sufficient, submit request for NIROPS.

If the fire is experiencing significant spread and additional day-time mapping and/or over watch is needed to monitor fire progression, consider requesting an aircraft equipped with thermal sensors for day-time flights in addition to nightly NIROPS.

If the fire is no longer actively spreading and IR imagery is needed to inform mop-up decisions, consider requesting an aircraft equipped with a gimbal mounted camera ball instead of NIROPS.

Following a lightning storm consider requesting an aircraft equipped with gimbal mounted camera ball to conduct a detection flight over the lightning affected area.

Most crewed aircraft systems are only capable of providing "periodic" over watch of an incident, limited by fuel cycle. For more "persistent" coverage of an incident, consider requesting a large UAS capable of providing 12-18 hours of flight time per day.

Visit the Fire Imaging Technologies User Guide for more detailed information:

https://www.nifc.gov/nicc/logistics/references/Fire%20Imaging%20Technologies%20Users%20 Guide.pdf

UNMANNED AIRCRAFT SYSTEMS (UAS)

Incident UAS missions may be conducted on a small scale by agency owned UAS and an agency crew or on a larger scale by vendor owned and operated UAS with agency support.

Agency owned UAS are ordered as standard overhead with the UAS defined in the Special Needs block in IROC.

Vendor owned UAS are ordered as an Aircraft number in IROC.

The ordering unit can contact the UAS Fire Coordinator at 208-387-5335 with ordering questions. The Coordinator can help the local unit determine needs and order specifics.

Please see: https://uas.nifc.gov/ for further information.

AERIAL IGNITION

There are two aerial ignition devices approved for Forest Service and DOI use: the heli-torch and the plastic sphere dispenser (PSD). There are specific training and certification requirements for aircraft, pilots, heli-torch modules, and PSD operators. Only qualified individuals will be assigned when filling aerial ignition orders for heli-torch modules or plastic sphere dispenser operators (PLDO).

Orders for these resources, for fire or project use, may involve several different resource orders. Example: Helicopter ordered on an aircraft resource order, helicopter manager and heli-torch module or PSD operator ordered on overhead resource orders, heli-torch or PSD machine ordered on an equipment resource order, and plastic spheres, glycol, gasoline, etc. ordered on supply resource orders.

When possible, to alleviate workload, resource tracking problems and confusion, order an exclusive use helicopter and crew, who have all the components in one package (aerial ignition equipment, supplies, and qualified personnel). This can be accomplished on one aircraft resource order that specifies the module and aerial ignition capability needed.

TEMPORARY FLIGHT RESTRICTIONS, FAR 91.137 (TFR)

Temporary airspace restrictions will be established when incident related aviation activities present potential conflict with other aviation activities. The FAA requires that latitude/longitude information for TFRs (Temporary Flight Restrictions) must be provided in degrees, minutes, and seconds, including reference to north latitude and west longitude. If seconds' information is not available, add two (2) zeroes to the description. Do not use spaces, commas, or other symbols in the description. Example: ddmmssN/dddmmssW or 450700N/1175005W. The corner points should be listed in a clockwise sequence around the requested TFR to avoid "bow tie" depictions. The NWCG Standards for Airspace Coordination, located at https://www.nwcg.gov/publications/520 further describes how flight restrictions are requested and implemented.

Military Training Routes and Special Use Airspace that present conflicts with incident related aviation activities will be identified by local units. One source for this information is AP-1B, Flight Information Publication "Military Training Routes." Each dispatch office should download a current edition of the

AP-1B. Special Use Airspace may be found on Sectional Aeronautical Charts. Critical Airspace information pertinent to flight should be organized for easy and rapid utilization; i.e., displayed on local unit aviation hazard maps. Further direction may be obtained in the NWCG Standards for Airspace Coordination.

Eastern Area units are responsible for submitting their own TFR requests to their respective Air Route Traffic Control Center (ARTCC). The EACC Aircraft Coordinator is available to assist when needed. TFRs may be submitted to the unit's local ARTCC via fax on an agency TFR form or submitted electronically through the NOTAM Entry System (NES).

Check with the appropriate ARTCC to find out how they want the TFR requests submitted. An "A" number will be created by the requesting unit and filed with the TFR NOTAM number issued by the FAA.

TFRs in the USA may be found at http://tfr.faa.gov/tfr2/list.html. TFRs are not considered to be in effect until the FAA has issued a Notice to Airmen (NOTAM) regarding the specific TFR.

Typical TFRs are requested in a five (5) mile radius of a given point and 2000 feet above the highest point (MSL). However, TFRs may be requested in any configuration desired depending on the situation, topography, amount of air traffic, etc.

Reference 91.137: Placing a TFR over an incident area does not automatically eliminate non-tactical aircraft for the area. Note the exceptions for law enforcement and news media in the FAR. It is highly recommended that an Airspace Coordinator (ASCO) be ordered in those cases where airspace is complex or numerous aircraft are deployed.

NOTAM D's

For any project that may affect the local airspace within 5NM of an airport, a NOTAM D will be requested by the local dispatch center this will include airports that show up on the current sectional map. Once issued, notify the Aviation desk at EACC that a NOTAM D has been issued. This also needs to be in the Project Aviation Safety Plan (PASP) as to who will be actually calling the Flight Service Station to request a NOTAM.

To have a **Notice to Airmen (NOTAM)** issued by the NOTAM Flight Service Station (1-877-487-6867), when you call in it will prompt you by asking the state in which the project/controlled burn is located. Have the following information ready when the individual comes on the line.

*If burning piles within 5NM of an airport or 25 NM of a NAVAID a NOTAM D is required. *

- Why are you requesting a NOTAM D? (Controlled burn, other projects involving aviation assets)
- Notification 1 - 2 hours in advance, can be requested earlier
- Lat/long of the project or Controlled burn (FAA verbiage)
- Distance from the closest VOR in degrees and miles
- Location of closest airport and radial direction from the airport. (5 miles south east from the airport)
- Surface to what altitude for smoke dispersion.
- Aerial ignition utilized? What altitude will helicopter operations take place?
- Will there be any Detection Aircraft or other aviation assets as part of the operation? (Giving updates to the burn boss)

AIRSPACE CONFLICTS

Consult the NWCG Standards for Airspace Coordination at https://www.nwcg.gov/publications/520

The Aircraft Conflict Initial Report can be accessed at https://www.nifc.gov/nicc/logistics/coord_forms.htm

Aviation personnel have a responsibility to identify and notify the Domestic Event Network (DEN) and report conflicts and incidents through the Interagency SAFECOM (Safety Communication) System to assist in the resolution of airspace conflicts. Notification to the DEN should be timely and by phone at: 504-422-4423 /4424/ 4425/. When a conflict or incident occurs, it may indicate a significant aviation safety hazard. Conflicts may include Near Mid Air Collisions (NMAC), TFR intrusions, and FTA communication non-compliance. Further guidance is available in the NWCG Standards for Airspace Coordination.

FAA TEMPORARY CONTROL TOWER OPERATIONS

Geographic Areas within the FAA's Western Service Area (which includes the following states: AK, AZ, CA, CO, HI, ID, MT, NV, OR, UT, WA and WY) may request FAA Air Traffic Control support through the Western Service Area Agreement when Air Operations in support of an incident becomes complex or unsafe at uncontrolled airports or heli-bases. FAA Temporary Control Towers are ordered on an Aircraft Order. A lead time of 48 hours is desirable when ordering. Ordering procedures are outlined within the current agreement. The GACCs do not need to forward the request to NICC.

The Interagency agreement with the FAA requires that a Resource Order and a Temporary Tower Request form be forwarded to the FAA. The forms may be forwarded when the request is made by the GACC to the FAA's Regional Operations Center (ROC). There is a helpful checklist found in NWCG Standards for Airspace Coordination, PMS 520 that aids in requesting a Temporary Tower.

DEDICATED RADIO FREQUENCIES

All documents containing USDA Forest Service (FS) and/or Department of Interior (DOI) frequencies must have the following statement on the top and bottom of each page containing frequencies, **"Controlled Unclassified Information//Basic"**. This requirement is in accordance with direction from the Washington Office Frequency Managers for both Departments.

FM, VHF, and UHF Frequencies:
NIICD issues dedicated FM frequencies in conjunction with communication equipment assigned to incidents. NIICD will order additional FM frequencies from DOI and FS, Washington Office, as conditions warrant. To ensure proper frequency coordination, the ordering office must include the Latitude and Longitude of the incident on the resource order.

AM Frequencies:
Initial attack AM air-to-air frequencies will be assigned by the NIICD Communications Duty Officer (CDO) after annual coordination with the FAA. All available AM assignments will be published at the beginning of the fire season and will be available for use by the dispatch zones. When the tertiary assignment (if applicable) is used the NIICD CDO will be notified by phone or e-mail. VHF AM assignments are used for air-to-air communications and are authorized only within the zone to which assigned. **IA assignments are not dedicated to project fires.**

To utilize the initial attack AM assignments to their fullest capabilities they should only be used on TFRs for the initial burning period, and after that a dedicated AM frequency should be ordered from the CDO through IROC.

FM air-to-ground frequencies:

FM air-to-ground frequencies will be facilitated and coordinated by the NIICD CDO in cooperation with the agency frequency managers with the intent to create permanent assignments. Both AM and FM assignments will be used on an interagency basis and master records of the assignments are maintained by the NIICD CDO. Updated frequency information for initial attack air to air, and air to ground is coordinated annually with the GACCs.

Requests for the use of dedicated Air-to-Air and Air-to-Ground frequencies will be made through established ordering channels from the incident host GACC, directly to the NIICD, followed by a call placed to the CDO. The CDO coordinates all National Cache FS and DOI frequencies as well as any additional frequencies released by other agencies for wildland fire support. Frequencies are ordered on an Aircraft "A" request.

Procedures to obtain additional frequencies:

- Dispatchers shall request additional frequencies through normal ordering channels to EACC, using an "A" number in IROC for each separate frequency requested. The following information must be included:
  - Number of frequencies required.
  - Use of the frequencies (AM for air-to-air or FM for air-to-ground).
  - Latitude and longitude of incident or air operations center point.
  - Whether the aircraft are equipped to operate on narrow band or wide band.
    - NIRSC will assign, as required, FAA frequencies. This process may take from a couple of hours or longer depending on what else is going on throughout the country.
    - When no longer needed, units shall release frequencies back to NIRSC.

AIRCRAFT ACCIDENT/INCIDENT/HAZARD/MAINTENANCE DEFICIENCY REPORTING

Any deviation from standard aviation policy or procedures, either on the ground or in the air, shall be reported. Regardless of individual agency reporting time frames, all accidents, incidents with potential to have caused an accident, as well as all airspace conflicts, shall be reported immediately.

The unit with operational control of the aircraft at the time of the occurrence is responsible for ensuring submission of the SAFECOM by the observing or involved individual(s) (i.e., fixed wing manager). The SAFECOM will be submitted through the operational control agency's reporting system: *https://www.safecom.gov/.*

For aircraft en route to an incident which experiences an accident or incident/hazard/maintenance deficiency prior to arrival, the scheduling/sending dispatch office shall be the unit with reporting responsibility.

Aside from accident situations where reporting to another agency is required, an agency submitting a report which involves another agency's aircraft shall forward a courtesy copy to the appropriate aviation officer of that agency.

ADDITIONAL LINKS CAN ALSO BE FOUND ON THE EACC WEBSITE UNDER AVIATION

National Standards for Aerial Ignition: *https://www.nwcg.gov/sites/default/files/publications/pms501.pdf*

National Standards for Aerial Supervision: *https://www.nwcg.gov/sites/default/files/publications/pms505.pdf*